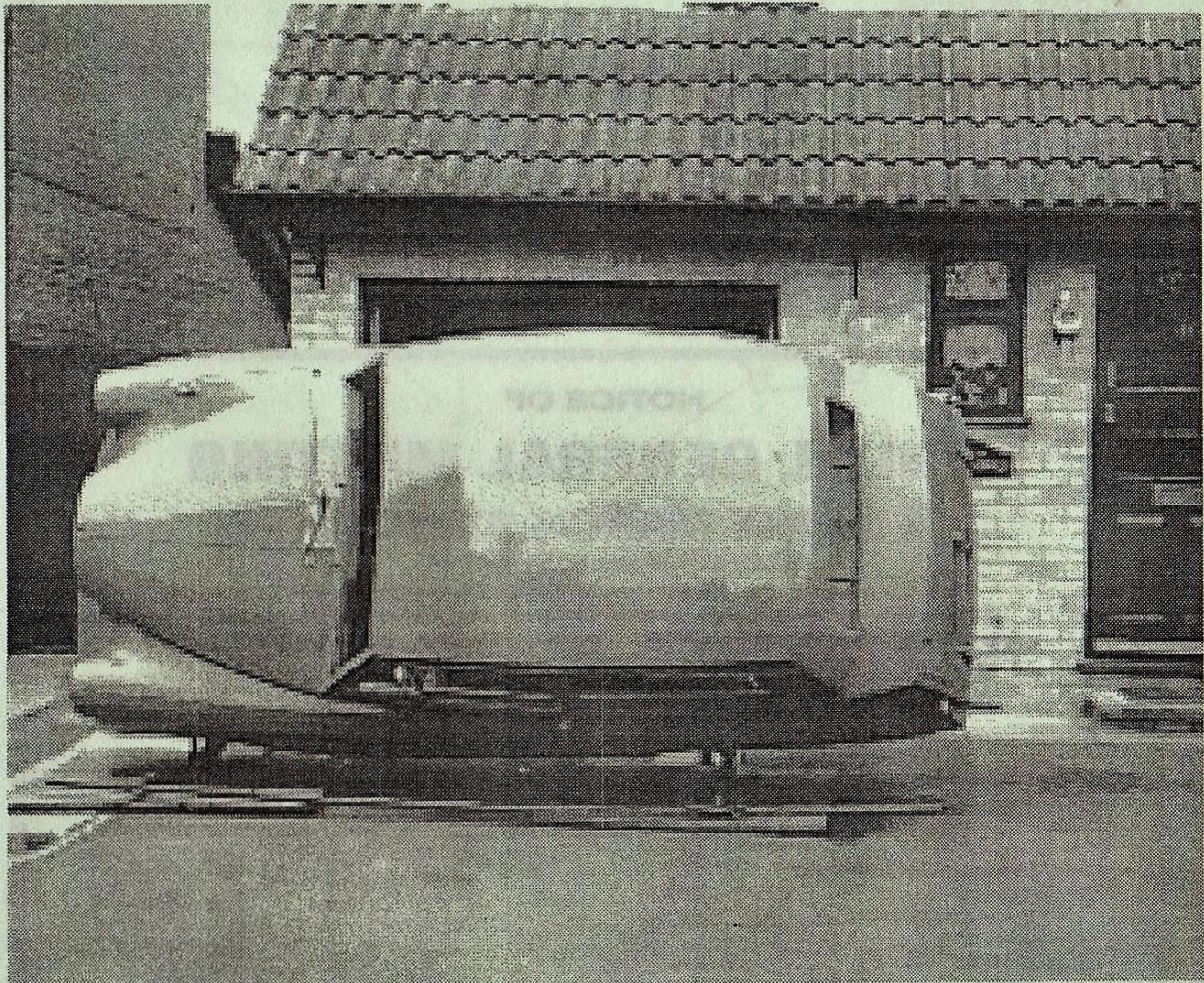


Triumph Mayflower Club



Worldwide Membership

SPRING ISSUE 2003 No. 107



FLOWER POWER

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Cover: Another dead Flower are they dying out?

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

NOTICE OF

ANNUAL GENERAL MEETING

SUNDAY MARCH 23rd 2003

2.00 to 4.30 pm to be held at

ALUMWELL JUNIOR SCHOOL

PRIMLEY AVENUE, WALSALL WS2 9UP

(The school is situated 400 yards from the M6 Motorway
Junction 10 roundabout — in the direction of Walsall)

AGENDA

1. Apologies for absence
2. Minutes of the last AGM and matters arising
3. Reports from committee members
 - Chairman
 - Membership Secretary
 - Treasurer
 - Spares Secretary
 - Editor
4. Election of Officers
5. Spares Secretaries Reports
6. Any other business

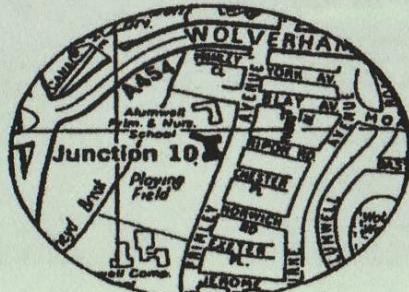
Notes:

Correspondence about the AGM — Any apologies for absence, informal enquiries about committee posts, nominations for committee posts etc should be sent to the Chairman

Election of Officers — the posts of Chairman, Vice-Chairman, Treasurer, Secretary and Ordinary Members all come up for re-election at the AGM. The present holders are allowed to be re-elected, unless they no longer wish to stand.

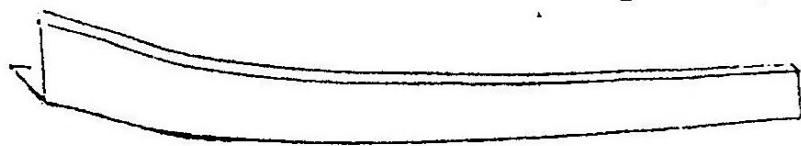
The jobs of Spares Secretaries, Magazine Editor, and Archivist are appointed by the committee so do not become available automatically at the AGM.

Any Other Business. This is an open forum session. The Chairman tries to get the rest of the meeting completed in the first hour which gives plenty of time for a more 'informal' approach to be taken and for everyone to join in. Please do not think it is a 'boring' afternoon. Everyone there is just as interested in Triumph Mayflowers, and probably all cars, as you are. Please try to attend if you want to take a more active part in the club. It is a great chance to make friends, and possibly arrange next summer's outings to rallies, etc. If you come, try to bring details of your local events.

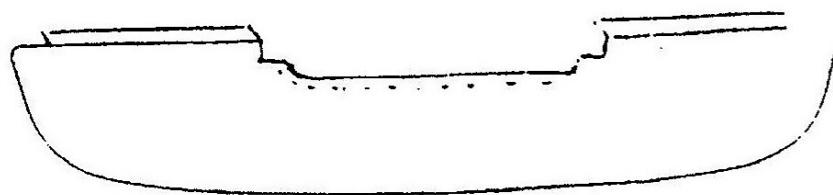


Classic Car Sills

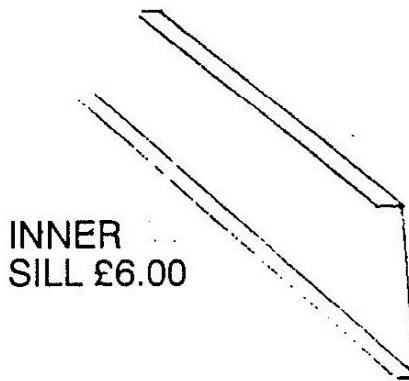
Parts for the Triumph Mayflower



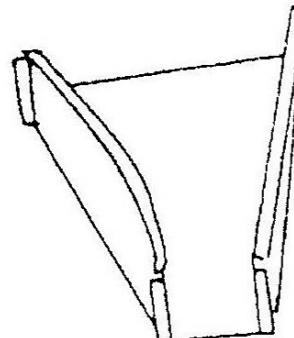
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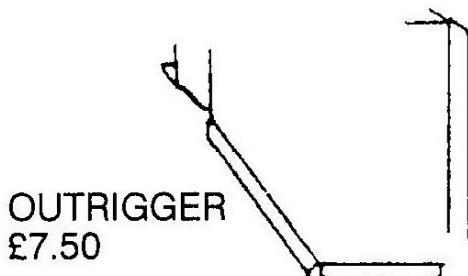
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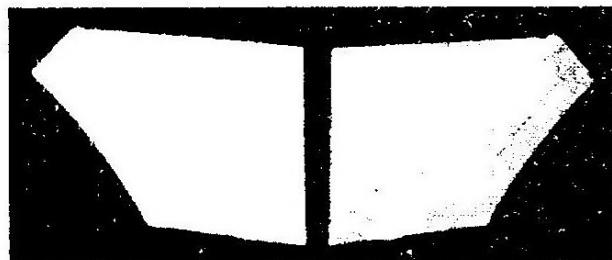
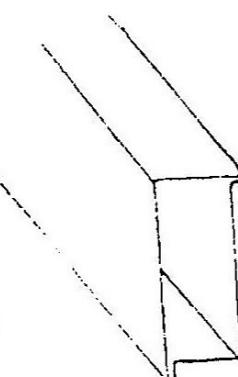


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Editorial

I'm still here — any volunteers?

WELL ITS coming up to AGM time (Sunday, March 23 starting at 2.00 pm and usually finished by about 4.30 pm) so I'm looking forward to meeting all the volunteers wishing to take over as Editor of *Flower Power*.

The job entails calating all correspondence from members and any articles from other sources. These then have to be typeset, preferably on a PC system, then either e-mailed or disk sent by post to the printers.

It is quite rewarding when you see the final result back from the printers. The main obstacle in the production of the magazine is the

Web-sites

Club Site

[www.
triumphmayflowerclub.com](http://www.triumphmayflowerclub.com)

Club Historian Site

[www.users.globalnet.co.uk/
~nicouls/mayweb2.htm](http://www.users.globalnet.co.uk/~nicouls/mayweb2.htm)

TRIUMPH

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lack of interest from the majority of the readers.

We all enjoy reading through the pages of *Flower Power* but don't give a lot of thought into how it arrives there.

We have a membership of over 120 Mayflower owners from all over the world and it seems to be a sad state of affairs when only four or five take the trouble to write in about their car's experiences.

So let's have plenty of letters and e-mails from you all for the next issue. To get the ball rolling how about coming up with a caption to this issue's cover picture.

Some possibles are: a bit on the side; corr, the banking was sharp on that corner; no! I will not be put away for the winter; oh go on tickle my tummy some more.

Copy dates

The last copy dates for the next three issues of *Flower Power* are: 29th June 2003 — Issue 108; 12th September 2003 — Issue 109; 6th December 2003 — Issue 110. Copy can be sent by post or e-mail prior to these dates.

Chairman's report

by Peter Benfield

AS MOST Triumph owners are aware the present year is the centenary year of the founding of the Standard Motor Company which rescued Triumph in 1945.

One could not have hoped for a more enthusiastic start to the 2003 celebrations than the Triumph International Show and Spares Day staged at the National Agricultural Centre at Stoneleigh on February 2.

Apart from a wonderful display of Standard and Triumph cars, the large array of spares on show together with cars for sale, provided a feast for the enthusiast.

I had the pleasure of taking John Oglesby, a former chairman of the Mayflower Club, he was delighted to meet up with acquaintances from past years.

Although now without a Mayflower John soon became infected with his old enthusiasm and I am delighted to say he hopes to come to the July rally and act as one of the judges.

The club is grateful to Jim Poole for presenting his Mayflower once more and also to Howard Pryor for

THE 20/49 MOTOR CLUB CLASSIC CAR/VEHICLE DISPLAY — East of England Country Show, Peterborough

JUNE 13 - 15 2003

Following the success of last year's show the 20/49 Motor Club has again been asked to organise the display and Mayflower Club members are cordially invited to attend. The driver and passenger will have free entry to the show on any or all of the three days.

Entry forms available on request

B. C. Chrisp, 57 Waterloo Road, Peterborough

PE1 3AS - Tel/Fax: 01733 562768

his usual enthusiasm and organising skills.

Our stand consisted of Jim's car, a Renown, a Roadster and a pre-1940 Open Tourer.

The large illuminated revolving globe world emblem really proved a masterful centrepiece and all efforts were rewarded with a trophy presented by the organisers for the best display on show.

This beautiful trophy will be on show at the Kimbolton Rally and will eventually be given to one of the four owners displaying their vehicles. I personally would be delighted if Jim's name eventually comes out of the hat!

WANTED

Contributions for Flower Power No. 108

**PLEASE KEEP THE
LETTERS AND
E-MAILS COMING IN**

Anything about
Mayflowers,
Rallies, Autojumbles, etc

Send to:
Acting Editor, John Gogay
by post or E-mail

1953

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Wayn on

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Thanks to all club members and their friends who supported this event including our overseas visitor from Belgium, Pat van Houten, who is in the process of restoring a quite early Mayflower, TT2144 DLN.

I was aware that Mayflowers had been assembled in Sweden and Australia in the early 50s but Pat's car was assembled by a firm in

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Belgium, hence the suffix N after
the chassis number.

Pat had made the journey
specially to further his knowledge
on our model and also to obtain
some spares to help him in his
restoration.

These have been duly
despatched and we look forward to
a further visit from him in July.

I was also able to put him in
touch with another owner in
Belgium living in close proximity.

We had two left-hand drive
Mayflowers from Sweden at
Blenheim several years ago —
perhaps we may have two from
Belgium in 2004?

One of the interesting aspects of
the chairman's job is the pleasure
of being contacted by members
either with problems or wanting
that elusive bit to finish off their
restoration.

One such contact recently has
been from Brian Chambers in
Northern Ireland who has an early
Mayflower with the usual turn

down door handles, small rear
window and chrome strip down the
bonnet.

His vehicle started life in Devon
with the registration number DB
100 which was then changed to
ECC 80 and now has the number
TYJ 760.

Presumably previous owners had
sold the numbers concerned,
probably at a time when number
values exceeded that of the car
itself. Fortunately Brian's car has
at least ended up with a number
appropriate to the early 50s period.

Many thanks to Norman Ward

**STEERING IDLER
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*Details from the
Spares Secretary*

for his interesting article in the Winter Issue of Flower Power on how to fit a Herald 13/60 engine in place of the original side-valve one.

I am sure many owners will have considered this particular option — after all, Morris Minors started with a 847cc side-valve, then upgraded to a 948cc ohv unit followed by the 1098cc ohv.

The choice really is between originality or practicality. A recent request in CCM was from a reader contemplating transplanting a modern engine into a Lancia Fulvia Coupe Series 2 — the interesting reply I quote:

"Oh dear, I'm afraid we get rather twitchy about this kind of thing, and my only piece of advice would be don't do it! If you want a car with modern driving gear, then

isn't it best to, er, buy a modern car?"

I'm sitting on the fence about this one!

Much work and thought has gone into our rally at Kimbolton Castle in July and I would urge members in this centenary year to make that extra special effort to bring their cars along. Not only on the Sunday but to consider making the weekend even more enjoyable by staying at the recommended hotel on the Saturday evening.

Our last rally at this venue proved a great success and it would be quite marvellous but not impossible if on this special occasion our numbers could reach the magic 25!!

As a footnote do please try to attend the AGM on Sunday, March 23 at 2.00 pm.

RIPON OLD CARS

9th Classic Car Gathering and Family Fun Day

to be held at
Clotherholme Farm, Clotherholme Road, Ripon
on

Sunday July 13 2003

Gates open at 10.00 am
All proceeds to Yorkshire Cancer Research (£8k+ raised last year)

Further details contact:

01609 761260 (space reserved for 10 Mayflowers)

Application Form

Applicants Details

Name: _____
Full address: _____ _____

Vehicle Details (Essential)

Make of vehicle: _____
Model : _____
Car/chassis number: _____
Certificate to be issued to: _____

Vehicle details (if available)

Please note that we do research on the basis of a chassis number. Any customer requesting research on an engine or body number only will be charged an extra £10. We cannot guarantee the results of such a search.

Engine number: _____
Body number: _____
Any other numbers: _____
Date of first registration: _____
Registration Mark: _____

The Heritage Motor Centre may use the above details to keep you informed of any events and special offers. If you do not wish to receive this information, please tick here.

No Classic Car Owner's Portfolio is Complete without a Heritage Certificate

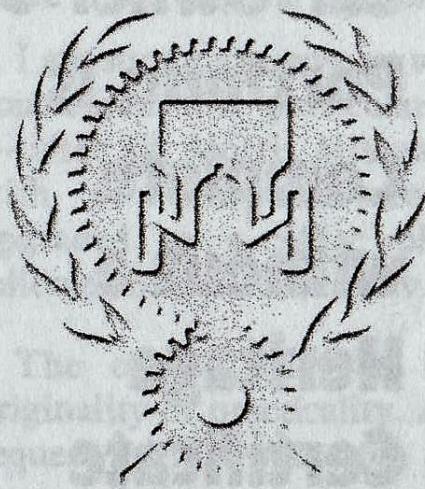
The Archive of the British Motor Industry Heritage Trust preserves the surviving records of some of the most famous names in British motoring history. The information preserved in these records is now available to the proud classic car owner in the form of a Production Record Trace Certificate, which is ideal for framing, or as a present for a friend or relative.

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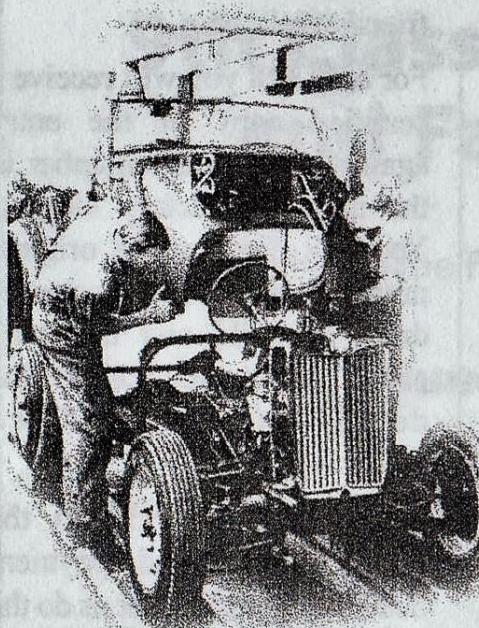
See Page 8 for the rest of the Application Form

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Item	unit price	Qty	total
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Additional charge for searches on engine/body no.	£10 (US\$15/€15)		
Additional charge for Aston Martin presentation folder	£17 (US\$25/€25)		
Amount enclosed			

Methods of Payment

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USA - Personal or Cashier's cheque
OTHER COUNTRIES - Bank draft

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Diners Amex ((Please tick))

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Issue No. (Switch only) _____

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Archive Department

British Motor Industry Heritage Trust
Heritage Motor Centre, Banbury Road

Gaydon, Warwick, CV35 0BJ

tel: 44-(0)1926 645076, fax: 44-(0)1926 641555

www.heritage.org.uk

An online order form is also available on our website

See Page 7 for the rest of the Application Form

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This offer closes 30/06/2003. It is not to be used in conjunction with any other offer.

Letters
... and E-mails

Is there anybody out there — again?

Dear Ed,

Is there anybody out in Mayflower land who can help me with my problem I am having with my Flower?

When starting from cold any attempt at using the choke will mean a total refusal to start, not so much as a peep from the engine.

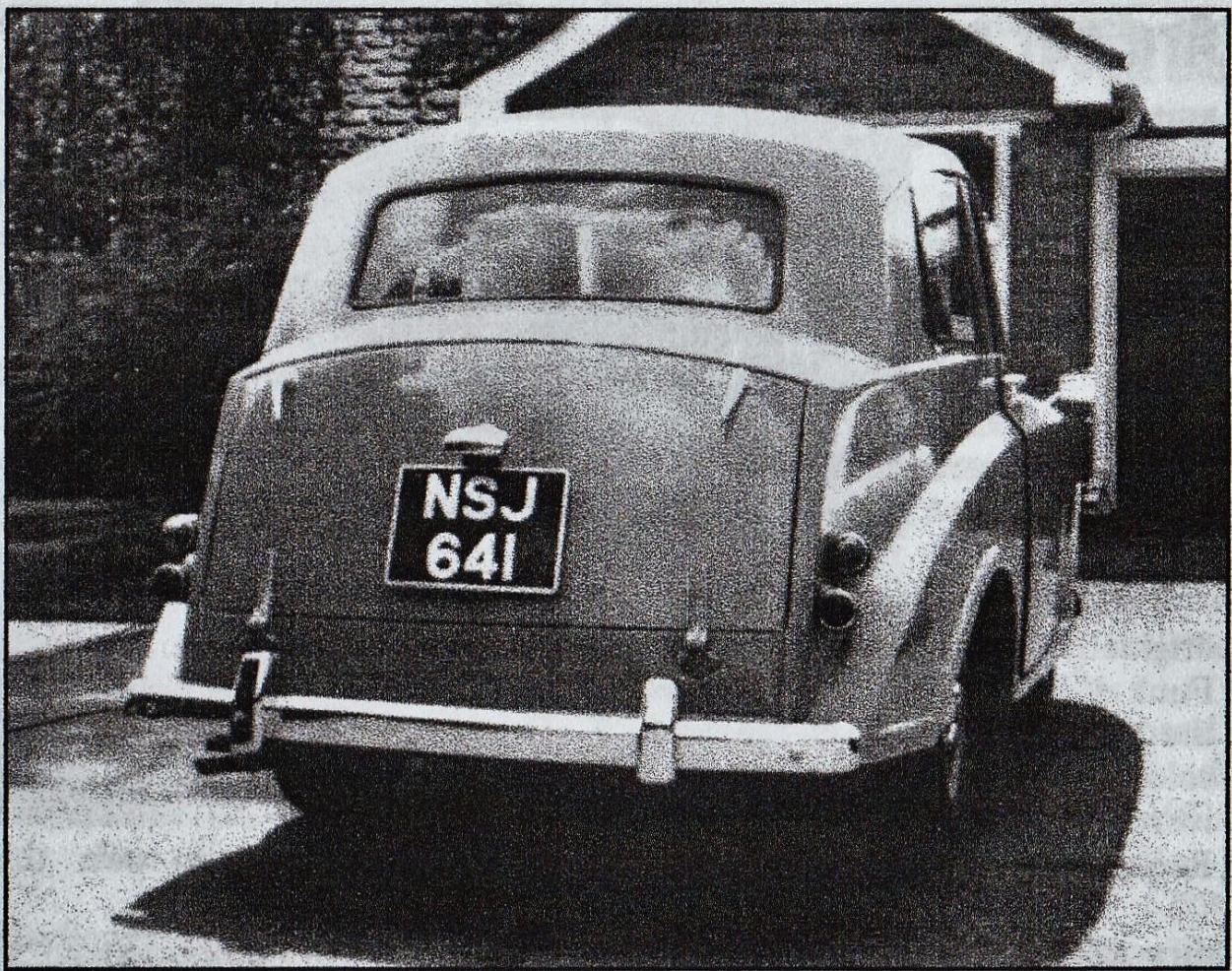
If the choke is restored it will fire up at once and tick over but any attempt at touching the throttle just kills the engine through lack of a rich mixture.

If I apply choke when the engine is running it also kills the engine. I normally have to let the engine tick over for five to 10 minutes before I can drive off and even then it is reluctant to drive. Once the engine is warm it drives without a problem.

I have stripped the carb and the strange choke mechanism but to no avail. Is there a better carb that will fit with a sensible choke? Or is



Fred Newman's Mayflower with its "mockup" indicators fixed underneath the rear bumper



Fred's car now with pod indicators

mine no good and should I replace it.

On the subject of changing things, I read in an old edition of *Flower Power* that it may be possible to fit a BMC 'A' series engine into a Flower and still use the original gearbox. Does anybody know of this?

I do not want to have to go away from the original but it seems that a blown head gasket seems to mean a replacement engine. Any help with above would be gratefully received.

Nick Proudlock (944)
Nick.proud@virgin.net

Pod indicators

Dear John,

Find enclosed a couple of photographs of my Mayflower — you will notice the difference.

I became frustrated with knocking my "mockup" indicators off various rally fields so I obtained a pair of original "pods". It's been done before I know but how much better it looks.

Regards Fred Newman (886)
Pippbrook, Pope House Lane
Ashford Road, St Michaels
Tenterden, Kent TN30 6SS

Are our cars undervalued?

Hi John,

Greetings once again from the centre of North America — Fargo, North Dakota — your roaming reporter correspondent.

Vehicle update — an excerpt from the second edition of *Illustrated Triumph Buyer's Guide* by Richard Newton:

"A handsome Mayflower, originally purchased by Eleanor Funk of Funk and Wagnalls, bears the Southampton, Long Island colours of ivory and black (the ivory was added by the dealer, Fergus Motors of Manhattan).

The car was owned for many years by Henry Ford Museum transport curator Randy Mason. It is now in North Dakota."

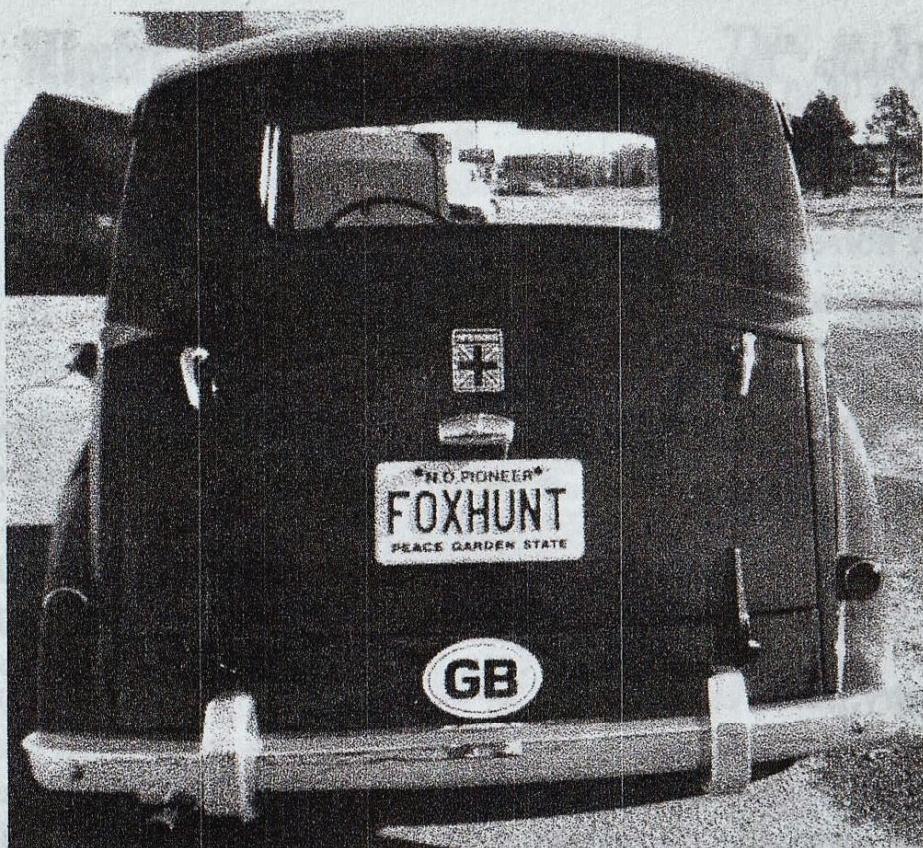
Now for the rest of the story: I have been trying to trace down this vehicle in North Dakota for the past five years — with no luck!

On Saturday morning, January 4 2003, a new gentleman came to breakfast at our weekly gathering of the British Iron Society (all experts of who, when, where, how and why!).

This gentleman is a retired druggist from Cando, North Dakota, now living in Casselton. He (Bill) collects American cars and also owns a 1959 TR3A and guess what? Used to own this



Donald Carlson's newly acquired Mayflower



Rear view of Don's car showing his license plate

Mayflower but sold it last year for \$10,000 to a gentleman in the state of Florida (not me — Ed).

The car now resides there and because of its unique history the new owner is willing to sell it for a small pittance, \$20,000!

Would somebody please contact *Practical Classics* and their Firebond valuations price guide. Our beloved Mayflowers are undervalued!

Many thanks to Walter Wolentarski Jnr of Old Hickory, Tennessee, who saw my article in the Autumn issue of *Flower Power* (No. 105) asking for any information on interchangeable Triumph parts.

He took the time to write and send me a listing. Walter has cannibalised two other Mayflowers to get his road-worthy. He does have some spare parts. If interested contact him at 665 Rebel Rd, Old Hickory, TN 37138-1045, USA. Tally Ho Walter, and thanks.

In November I became the proud owner of a 1951 Triumph Mayflower, TT 6789

LDL. A total of 510 vehicles with lefthand drive were sent to the USA and this was one of them.

The car was advertised on eBay Motors but received no bids. The price was \$6,750, so I made an after auction bid and a deal was worked out.

The owner didn't have any history on the vehicle but it had only 29,000 miles on the clock.

He deals in antiques and estate sales. He was tired of paying storage at an Italian brothers Alfa used car dealership in Milwaukee, Wisconsin.

The dealers window sticker said \$9,995 and it had sat there for the past three years.

Since North Dakota has an abundance of foxes I licensed the Mayflower "Foxhunt" (see photo), should be faster than the traditional way — a horse.

A mystery for Inspector Morris. Can anybody solve or explain this mystery? I recently won a Mayflower chrome grille on eBay. The medallion/crest is round but its colours are red and black background with the Triumph open book symbol! My other grille has the globe design. Can anybody enlighten me? History, dates, etc.

Finally to answer your question from the 105 edition ("Was the TR10 an American name for the Standard 8/10"). Yes, the only basic change was the Triumph shield on the bonnet which said TR10.

Thank you John and all the officials for your dedication to our club.

*Have a jolly good 2003,
Donald B. Carlson
1515 32nd Street SW
Fargo, ND 58103-4534, USA*

First idler to the States

Dear John,

Thanks for the fast service on the parts I ordered. I have removed the old idler arm and to my surprise it was not as worn as I expected.

**Don't forget your
Subscriptions are due
on March 31 2003
Please send £20 to the
Treasurer or use the enclosed
Standing Order Form**

The one I am returning might be suitable for Peter as a secondhand spare.

The arrival of the parts was well timed. We have been in a deep freeze for 16 days so far, with the high never getting above 32F. Yesterday it got up to 28F and was sunny, so I dressed warm and was able to remove the idler without totally freezing myself.

Today it is cold again with a high of 15F! the weather service says that it will be around 38F by Wednesday and that is when I plan on installing the rebuilt part.

I will let you know how the radiator baffle works once the weather is warmer. If it works I will send photos and dimensions so it can be duplicated.

Everything is going well around here. Both of us are healthy. We are going to be in Florida the last two weeks of February so we won't be able to meet up with you unless you are there earlier than normal. Give our regards to the Pryors and the Benfields and everyone else in the club.

*Best regards Glenn Grossklags
1812 W Morse Ave
Chicago, IL 60626, USA*

Night vision

Dear John

Please note my e-mail address. I understand that the EU is considering legislation to ban from driving at night drivers over 65 years of age who wear glasses.

This, as I understand it, will apply to all car drivers. I will advise further, as the information reaches me.

Regards John Stevens (906)
103 High Street
March, Cambs PE15 9LH
john@add103.fsnet.co.uk

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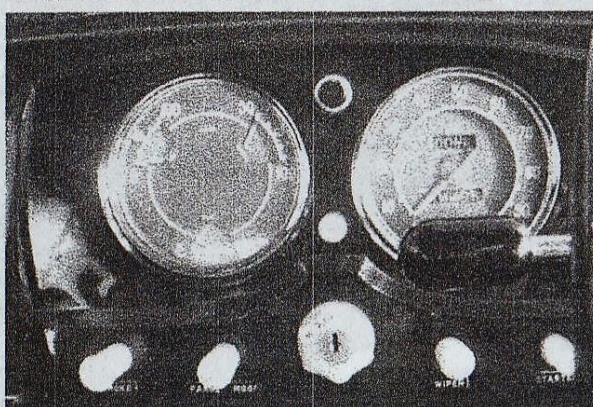
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Rubber backed £127
Hessian backed £145

REPLACEMENT FACIA KNOBS



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Manufactured knobs (need slight amount of finishing to fit) for Starter and Choke, £9 each

Ignition Switch Knob, black, £8

Available from the Spares Secretary (unless otherwise stated, all plus postage)

Rally report

by Howard Pryor

THE DATE for our annual rally this year is July 20 and it will be held at Kimbolton Castle in Cambridgeshire.

The year 2003 marks another milestone in Mayflower history, all Mayflowers are now at least 50 years old as in 1953 production of the model ceased.

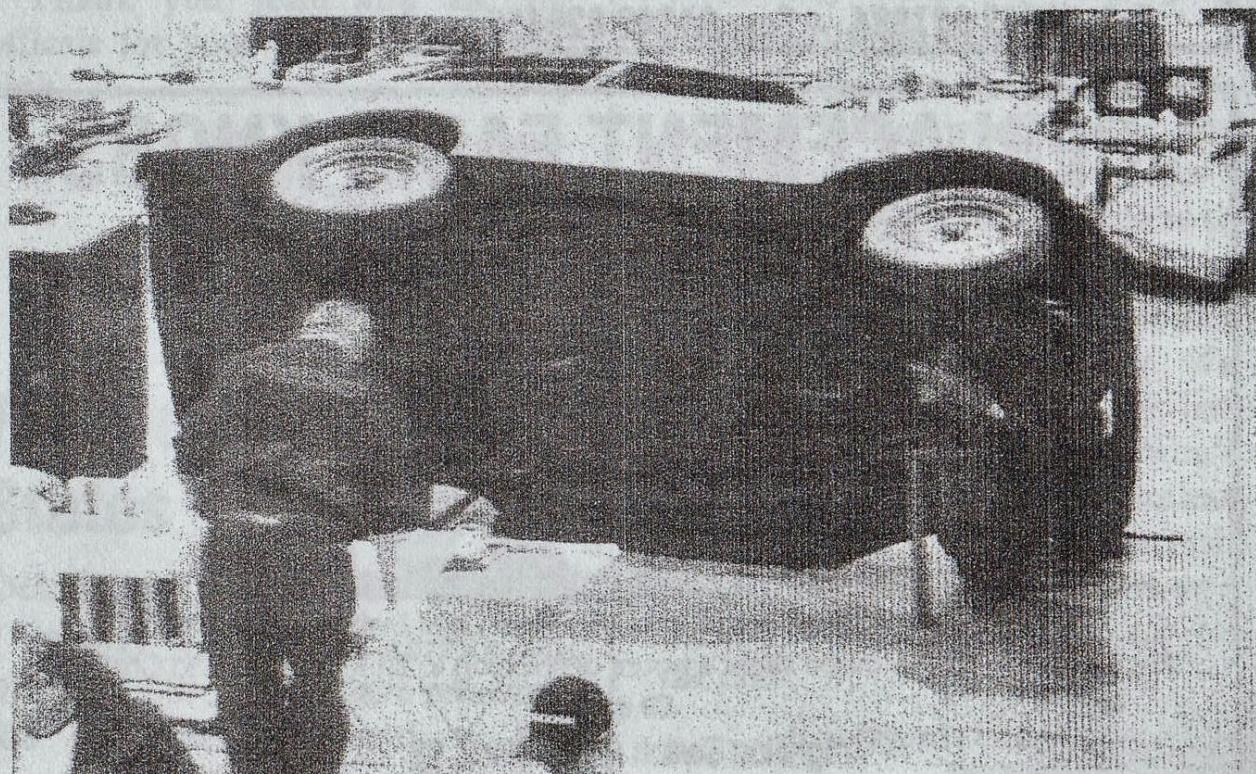
A total of 34,000 of these cars were produced and exported across the world to America and Australia to name only a few.

With quirky razor-edged styling an old fashioned underpowered side valve engine and prone to rust they were soon discredited and relatively small numbers survive.

We in the club are now the custodians of a very rare car, a piece of English heritage and the officers of the club have chosen to celebrate this golden anniversary in style and show our beautiful little quirky cars to the general public at Kimbolton.

We last visited Kimbolton in 1997 and had a very good turn out. The record stands at 21 but we can beat that can't we!

Kimbolton hosts the Sporting Bears and Tilbrook County Fair on the same day, we will be a rally within a rally on our site in a prime position on the cricket field and will be once again with the Roadsters and the Renowns with an appearance hopefully of the Pre-1940s.



Showing the underneath of a Mayflower at Stoneleigh in October

However, with the rest of the fair included there will be an attendance of approximately 2,000 cars along with sideshows, beer tents, raffles, craft fair, working arena etc. It really is a show not to be missed.

As part of this year's celebrations Peter and Sue Benfield, or perhaps I should say Sue and Peter, will once again present a wonderful cake to be shared amongst our membership.

To accompany the cake there will be some "Mayflower" vintage wine and there will be balloons with 50 printed on them flying on the cars.

We are also looking for a very special giveaway for every member attending the rally with or without a car. If attending with a car there will be an additional giveaway — to be able to gauge numbers it will be necessary to book in.

Apart from all the attractions on offer the concours rules are to be amended at the AGM allowing any one car and owner to win the concours for a maximum of 10 years.

This will mean the concours trophy is wide open for all cars as my "Mabel" is now no longer eligible. So get polishing and cleaning, the trophy will be in a new home this year.

Together with my panel of judges we shall be hard pressed to find the winner from the excellent line up of past years.

All the usual annual competitions will be held: distance award; back seat memorabilia; top five; etc.

The committee does not always hear of the good work carried out by members for the benefit of the club so nominations for the Chairman's Cup and Achievement Shield would be appreciated

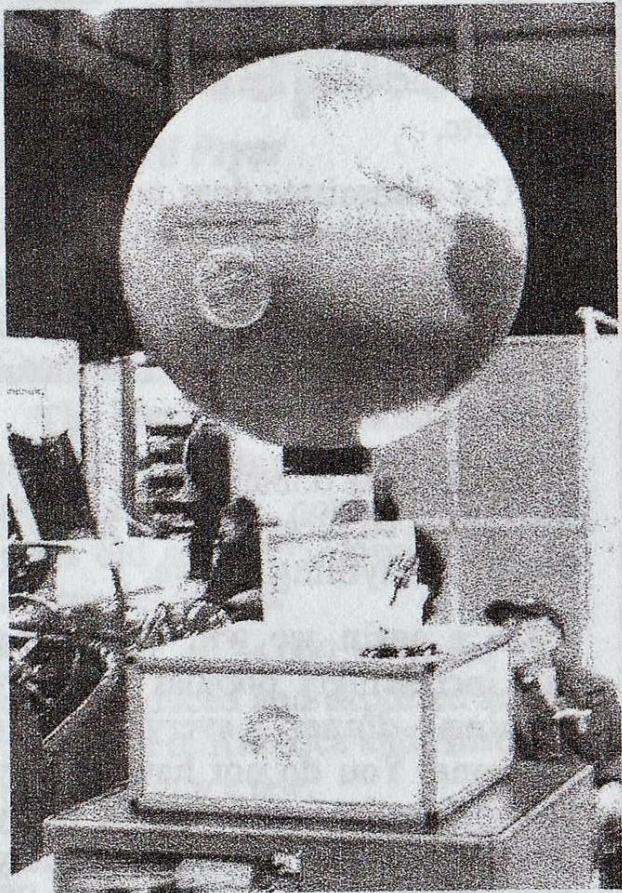
Raffle prize donations are always welcomed so please let me know if you have anything to give.

Once again we will be having our increasingly popular pre-rally evening dinner, everybody is welcome. You do not have to stay at the hotel to attend but it really does remove the strain and anxiety of driving a Mayflower a long distance by stopping over at the hotel for the night.

Please ring for details on booking costs, etc but last year it was £50 per room bed and breakfast plus £17.50 per head for dinner. On top of that I can promise you that you will meet the friendliest group of people you have ever met with good conversation, a few laughs and a few beers.

Around the shows

At the last two Triumph only shows at Stoneleigh the club was represented in October by my second car which was turned on its side with the help of Malcolm Barnsley.



The spinning Triumph globe and the piston/con rod trophy

Seeing the underside of a Mayflower created a great deal of interest as it was the first utility car built (not forgetting the 80 hours of pain, sweat and toil spent on it by Malcolm before I acquired it).

The second show was in January 2003 and this time we were represented by Jim Poole with his lovely jade green car. Also on the stand were two Renowns, a Roadster, a 1940s Gloria Roadster.

With the aid of our spinning illuminated giant sized Triumph globe and the beautiful array of cars we won third best club stand and were presented with a lovely polished chrome piston and con

rod on an extremely nice polished wood base.

The trophy will be on display at our AGM on March 23, it will then go to the other clubs in rotation and at the annual rally the names of the car owners displaying their cars at the show will be put in a hat and the first name out will get to take the trophy home and keep it.

Thanks once again to Jim. If any member would be interested in showing their cars at similar shows please let me know. I would like to have a list of names in different areas so that we can display our cars at a few more shows.

See you at the AGM, March 23 at 2.00 pm.

Happy Mayflowering, Howard.

Belgium introduction

by Patrick van Houtven

MY NAME is Patrick Van Houtven (956), and I'm a new member of the TMC since a few months.

Half a year ago, I bought myself a Mayflower first registered in 1952 (TT2144DLN), and built in Belgium at the Imperia factory in Nessonvaux.

I could buy it reasonably cheap, and with the car came some other items as well.

I already started collecting Mayflower things, and from most things I have, I made some pictures.

On photo A:

Mechanix Illustrated, December 1952, with the Mayflower test by Tom McCahill.

Practical Motorist, September 1955, June, July and August 1958, all with Mayflower overhauling items.

Mayflower drophead coupé brochure.

Orange colored Mayflower brochure October 1952.

The Triumph Mayflower "Britains new light car" brochure (no date).



Photo "A"

FLOWER POWER



Photo "B"

The Triumph Mayflower, built by Standard (Canadian brochure).

The Triumph Mayflower, single sheet, made for the introduction of the car at Earls Court in 1949.

Introducing . . . , Britain's New Light Car, brochure no date.

All that's best in Britain . . . general Standard Triumph catalogue, with the drophead and the "normal" Mayflower in it, 1952.

French Triumph Mayflower brochure, specially for the Imperia Nessonvaux built cars, this one also exists in Dutch, no date.

Reprint from Autocar, April 14, 1950, road tests.

5,000 miles through Europe, September 1950, catalogue.

22 pages from "British Repair Manual — cars", 1952, about the Triumph Mayflower.

On photo B:

The Book of the Triumph Cars, by Staton Abbey, 1965 ed.

The Book of the Triumph Cars, by Gibson Martin, 1957 ed.

The Book of the Triumph Cars, by Gibson Martin, 1954 ed.

Triumph Cars, by Postlethwaite, 1959 ed.

FLOWER POWER

Triumph Guide, by Allen and Strome, 1959 ed.

Triumph Guide, by Allen and Strome, 1966 ed.

Triumph Guide, by Allen and Strome, 1970 ed.

The Triumph Companion, by Ulliyett, 1962 ed.

These books contain Mayflower technical sections.

Solex descriptive booklet for the FAI type carb, 1953.

Original Spare Parts List (came with the car).

Original Instruction Book 1st ed. (came with the car).

Original Instruction Book 2nd ed.

Original and copy of the Service Instruction Manual.

Automobile Quarterly, vol 11 no. 2, with Triumph history.

L'epopée de l'usine Imperia à Nessonvaux, history of Imperia factory with the Standard-Triumph period before going to Malines.

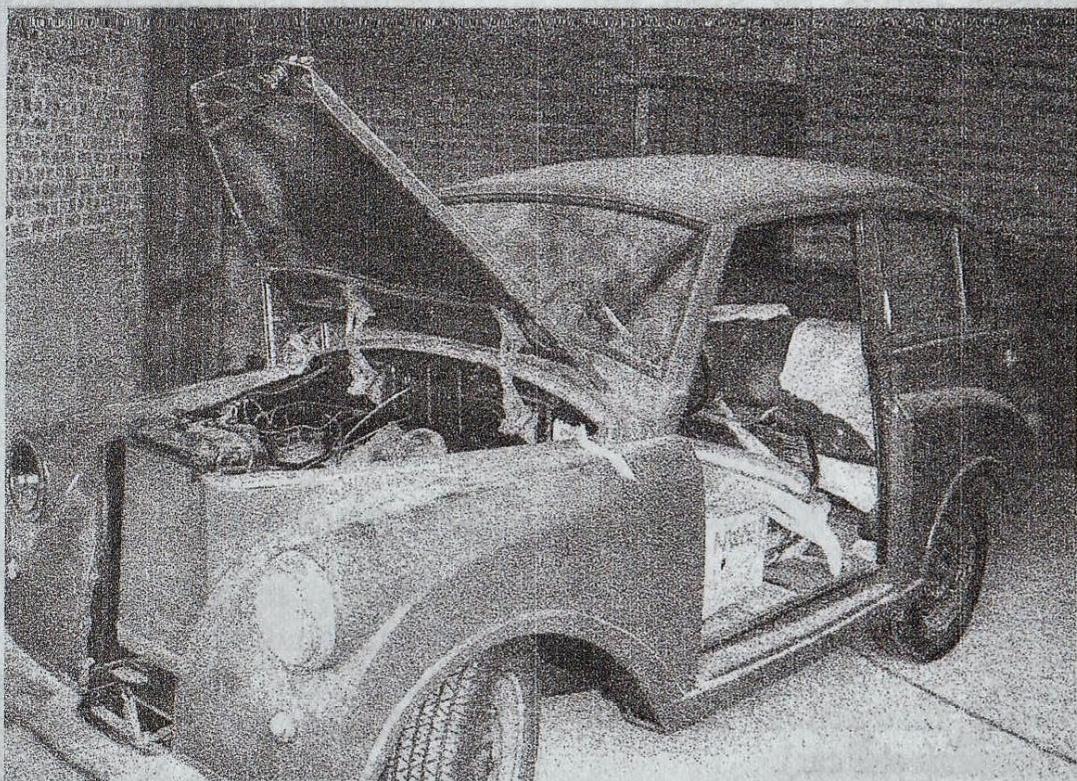
On photo C:

Three metal plates, from International Rally, Weston Park, Shifnal June 20th 1976; Triumph Mayflower Club 2nd National rally Dodington Park, September 12th 1976; Triumph Mayflower Club 3rd National Rally, Sudeley Castle,



Photo "C"

FLOWER POWER



Patrick's Mayflower as it was found

June 19th 1977, they came with the car.

Flower Power magazine issues 11, 12, 13, 14, 15, 16, they came with the car.

Registration Book for a Mayflower TT28556.

Photocopies from Motor Trader June 20 1951, came with the car.

Black and white photos of a Mayflower registered in Holland with registration number NP-74-81.

Several magazine cuttings and a TMC map.

Belgian chocolat "Jacques" book from 1950 with drawing of black Mayflower.

That's about it for this e-mail; scale cars, other general Triumph books, etc, maybe

another time, sorry for my "poor" English!

The 4th Photo shows my Mayflower as found.

PS, are there more members in Belgium, and with Belgian built cars?

**YOU CAN
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FLOWER POWER
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The Acting Editor

John Gogay

Stag Owners Club

THE Stag Owners Club are holding their "National Day" on Sunday August 17 at Tredegar Park, Newport, South Wales (Junction 28 M4).

TMC members are invited to attend the event and display their cars. As space is limited it would be considerate to let the organisers know if you intend to go.

Please reply to J. H. Baverstock, Byways, Kiln Lane, Stokenham, Kingsbridge, Devon TQ7 2SQ. Tel: 01548 580041. E-mail: Bavers@eggconnect.net

Another event run by the Stag Owners Club is the Devon Coast to Coast Classic Run to be held on June 8 starting at 10.00 am.

It runs from Torbay to Bideford Bay and costs £20 which includes coffee, picnic beauty spot, cream tea, rally plaque and route map.

Details are available from John Baverstock as above. All proceeds from the run will go to the Devon Air Ambulance Trust.

**DON'T FORGET
THE AGM
SUNDAY
MARCH 23rd**

Medway Festival of Steam and Transport

THE rally takes place within the visitor areas of the Historic Dockyard at Chatham, Kent, over the weekend of April 20 and 21.

The dockyard is one of the best naval museums in the country with lots of interesting things to see going back over 400 years.

Details from Bill Fowler, The Old Surgery, The Historic Dockyard, Chatham, Kent ME4 4TZ. Tel: 01634 823800.

Standing Order Form

Enclosed with this magazine is a Standing Order Form for paying subscriptions to the club. It is hoped that the use of this system will take some of the pressure off members everyday life. Just fill in the remaining sections and take it to your bank.

Please use the system as it also helps the club run in a more efficient manner. However, if you do not wish to please remember that subscriptions of £20 become payable on April 1 2003.

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2002-2003

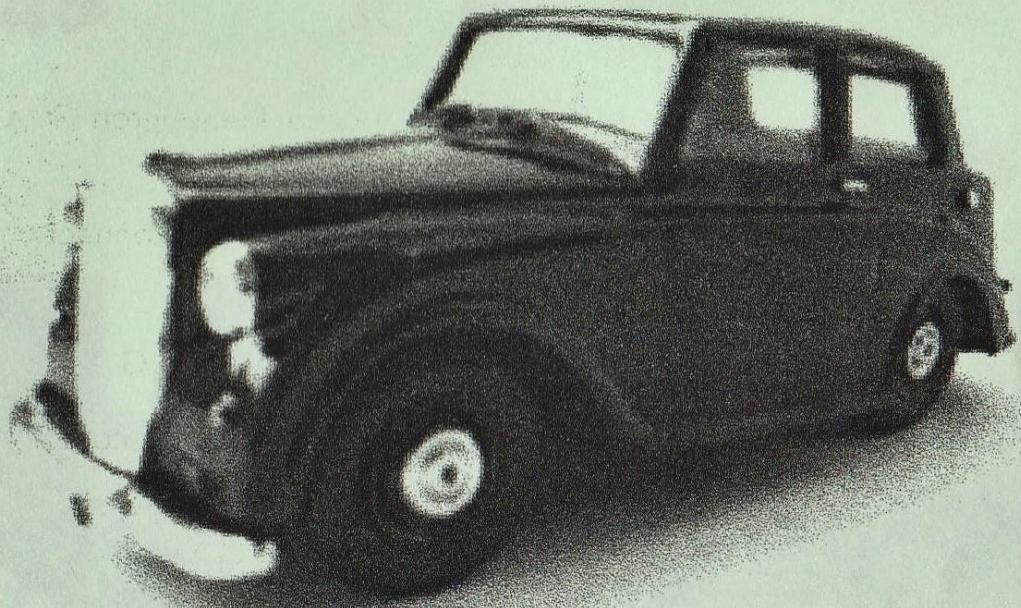
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When writing to a committee member and you require a reply, please enclose a
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